



**Marine Aviation**

# ***HMH-463 CH-53E Integration Plan***

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APW-51

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APP-55

**Current as of 2 Mar 2011**

APW-51 / Maj Dunford



# CH-53D/E Transition, K-Bay

## Marine Aviation

	TEEP																				
	FY11									FY12									FY13		
	Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
HMH-463	PTP												IOC								FOC
HMH-363				WTI																	C
HMH-362																					C
	PAA																				
	FY11									FY12									FY13		
	Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
HMH-463	11 D																				
	0 E																				
HMH-363	30 D																				
HMH-362	20 D																				
CH-53D PAA	32	31	29	28	28	28	23	23	23	19	19	19	19	11	11	11	11	11	11	0	0
	OPERATIONAL AIRCRAFT BY GEO LOCATION																				
	FY11									FY12									FY13		
	Q2			Q3			Q4			Q1			Q2			Q3			Q4		
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S
KBAY, CH-53D	22	21	18	17	17	17	12	12	12	12	8	8	8	8	0	0	0	0	0	0	0
KBAY, CH-53E	0	0	0	0	0	0	0	4	4	4	4	4	4	8	8	8	12	12	12	12	12
KBAY, H-1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
KBAY TOTAL	22	21	18	17	17	17	12	16	16	16	12	12	12	16	8	8	12	12	12	12	21
OEF, CH-53D	10	10	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	0



# HMH-463 Transition

## Marine Aviation

FY11

FY12

FY13

**Phase I:  
Transition of HQTRS  
Element**

1 Aug 11 - 30 Sep 11  
T/O: 30/190/1/3/39  
MAIS

**\*\*CH-53E Cadre  
overstaff requirement  
is 6/41/0/0/0**

**Phase II:  
Additional Det  
Standup**

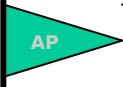
1 Oct 11 - 30 Apr 12  
PMAI: 8 A/C  
T/O: 41/235/1/3

**Phase III:  
Growth to FOC**

1 May 12- 30 Sep 12  
PMAI: 12 A/C

**\*\*Staffing goal is 95%  
of T/O**

\*4 x CH-53E



IOC

\*8 x CH-53E

\*12 x CH-53E

FOC

J A S O N D J F M A M J J A S O N D

HMH-463 DET (B) personnel begin to arrive  
All HMH-463 DET (B) established and station  
D-45  
D-Day- Initial Cadre Key Personnel on -- SFF Inspection  
D+30 Bay  
D+45 Ready for Training in K-  
D+90  
D+135- Ready for FRAG Tasking  
D+180  
D+225  
D+345



# HMMH-463 Initial Cadre

## Marine Aviation

Personnel	SFF*
Maint Chief	-
Maint Cont Chief	1
Total	1

41 Maint  
Marines

- 36 CH-53E Specific

Personnel	• 5 Generic							
	FL	AF	AVI	MA	FE	GSE	IMRL	ORD
Chief	-	-	-	-	-	-	-	-
SNCOIC	-	-	-	-	-	-	-	-
NCOIC	-	-	-	-	-	-	1	-
SFF	1	1	-	-	-	-	-	-
QA	1	1	1	-	-	-	-	-
CDQAR	1	1	-	-	-	-	-	-
CDI	2	3	2	-	-	-	-	-
Level II	5	5	5	-	-	-	-	-
6046/6049	-	-	-	2	-	-	-	-
QASO/CDQ	-	-	-	-	1	-	-	1
QASO/CDI	-	-	-	-	-	-	-	-
TL/CDI	-	-	-	-	1	-	-	-
TL	-	-	-	-	-	-	-	-
TM	-	-	-	-	1	-	-	1
6072	-	-	-	-	-	1	-	-
6042	-	-	-	-	-	-	-	-
6531	-	-	-	-	-	-	-	-
Total	10	11	8	2	2	1	1	2

6 Pilots (PCO included  
in 6)


Qualifications*	Pilots
NSI	4
ARI	2
TERFI	4
NSQ	5


6 Crew Chiefs

Qualifications**	Crew Chiefs
NSI	2
NSQ	6

\*\* Includes at least (1) WTI; All Pilots are FCPs

\*\*\*Includes at least (1) WTCCI, (1) TGI, Crew Chiefs FCF Qual'd

 = Not Filled

 = By Name Filled



# CFT / Action Items

## Marine Aviation

Recommendation	Action	Due Date	Status
Restripe and attain waiver for safety clearances from NAVAIR. If waiver not approved by NAVAIR a MOU will need to be initiated regarding clearance issued between Station Ops and MAG-24	MCBH Facilities/MAG-24/Station Operations	1-May-11	In work
Until at least FOC, the CH-53E NATOPS evaluator for MAG-24 be from the initial HMH-463 cadre and ensure they have a current NATOPS evaluation from HMHT-302 prior to PCS	MAG-24/ HMHT-302	NLT Jun 2011	In work
HMHT-302 provide MATSS K-Bay with access to full HMHT-302 CH-53E CBTs for pilot, aircrew, and maintainer to conduct re-familiarization with the CH-53E	HMHT-302	NLT Aug 2011	
STRATLIFT for initial 4 aircraft and SURFPAC for remaining aircraft	MARFORPAC G-5	1-Aug-11	
Increase MAG-24 TAD budget to reflect simulator TAD costs. Investigate use of C-20 MILAIR for transportation.	MARFORPAC	Sep-11	Complete
Increase MAG-24 FY 11 TAD budget to accommodate 8 personnel to conduct serialization, breakdown, and shipment of aircraft from MAG-29 to MAG-24.	MARFORPAC	NLT 4Q FY 11	Complete
Redistribute CH-53 airframes amongst MAWs to ensure HMH-463 has the required aircraft to meet FOC amounts	TYCOM	NLT 4TH Qtr FY 12	In work



# CFT II Action Items

## Marine Aviation

Recommendation	Action	Due Date	Status
Set orders for CH-53E qualified maintainers to arrive in (IAW ASM/Wing/MMEA) 2011 timeframe. Coordinate with TFSD WRT UIC assignments	HQMC, ASL	4-Jan-11	In work. Orders Pending.
Evaluate variants of platforms and identify shortages that will not be supported from the O level Augmentee packages. Develop TOECRs that identify compensating structure to create structure within MALS-24.	MALS-24/ASM/TFSD	4-Jan-11	In work.



# CFT III Actions Items

## Marine Aviation

Recommendation	Action	Due Date	Status
Compare ICRL with other TMS MALS to identify repair capability and associated equipment. Report shortfalls to CNAF and PMA-261.	MALS-24	30-Nov-10	Complete
Utilize contractor SARDIP on site with material stored on site until disposition is received from NAVICP. Proposed disposition through CY11 on following slide.	MALS-24/NAVICP/CNAF/FMS	1-Dec-10	Complete
Publish WSPD with FY11 AVPLAN changes	PMA-261	1-Dec-10	Complete
Identify Critical PSE to be shipped to K-Bay	HMH-463/MALS-24/CNAF/PMA-261	1-Dec-10	Complete
Identify the critical I-level PSE	MALS-24/CNAF/PMA-261	1-Dec-10	Complete
Coordination with MCBH Environmental to identify any CH-53E issues	HQMC ASL/MCBH	1-Jan-11	CATEX submitted 7 Feb
Submit consolidated list of shortfalls to MCBH Facilities	MAG-24 S-4	01 Jan 2011 Site Evaluation Report (SER) submission	Complete
MALS-24 identify and build CH-53E TPL for O & I-Level requirements	MALS-24 / HMH-463	15 January 2011 to Identify Requirements	Complete
		01 June 2011 PUBS in place	In work and on track.
Identify GFE at Kimhae and determine shortfalls. (not anticipated at this point) Determine if contract changes are required to support HMH-463 aircraft at Kimhae (capacity)	CNAF; FRC WP will verify GFE requirements, and other anticipated issues	1-Jan-11	Complete
MALS-24 determine required I-Level test benches to support HMH-463. HMX-1 to conduct inventory of I-Level benches that can be divested. CNAF to redistribute based on HMH community requirements	MALS-24, CNAF, HMX-1, ASL	15 January 2011 to Identify Requirements	Complete. AFCS test bench is required to move. 1 Jul arrival.





# CFT III Action Items (con't)

## Marine Aviation

Recommendation	Action	Due Date	Status
Identify the differences in the Tool Control Manual (TCM) and procure as required.	1 <sup>st</sup> MAW : Identify funding for requirements MALS-24: Requisitions and deviations HMH-463: Identify the Differences	Identify requirements 30 November 2010 Hand tools in place 01 June 2011	Complete
PMA-261 purchase a IMDS Server for HMH-463	PMA-261	NLT 01 June 2011	In work and on track.
NAVICP create AVCAL allowances for continued CH-53D sustainment, CH-53E transition and CH-53E end state	NAVICP/CNAF/ASL-31	AVCAL established 01 June 2011	In work and on track.
Determine power grid/ grounding requirements to support CH-53E, H-1Y/Z, and MV-22 and submit MILCON.	MCBH Facilities	01 June 2012 ICW RTCASS arrival	In work. None required for CH-53E
Ensure that MAG-24 captures independent costs for all logistical transition support by ensuring TEC, VAL tables, transportation, TAD O&M, N costs have cost codes established and tracked for each organization	MAG-24 S-4	Ongoing thru FOC	In work. On going





# *Questions*



# CFT I

## Marine Aviation

- Issue: Airfield lateral clearance
- Discussion: There is insufficient lateral clearance to support the CH-53E based on the P-80 requirements document
- Recommendation: Restripe and attain waiver for safety clearances from NAVAIR. If waiver not approved by NAVAIR a MOU will need to be initiated regarding clearance issued between Station Ops and MAG-24
- Action: MCBH Facilities/MAG-24/Station Operations
- Due Date: 01 May 2011



# CFT I

## Marine Aviation

- Issue: MAG-24 NATOPS Evaluator for CH-53E
- Discussion: MAG-24 will require a NATOPS evaluator for the CH-53E due to the HMH-463 conversion. This is typically a pilot and aircrewmen on the MAG staff vice squadron. Until at least FOC this may not be possible and the MAG-24 CH-53E NATOPS evaluator may need to come from within HMH-463's initial cadre
- Recommendation: Until at least FOC, the CH-53E NATOPS evaluator for MAG-24 be from the initial HMH-463 cadre and ensure they have a current NATOPS evaluation from HMHT-302 prior to PCS.
- Action: MAG-24 / HMHT-302
- Due Date: NLT Jun 2011



# CFT I

## Marine Aviation

- Issue: HMHT-302 CBT Access for Series Conversion
- Discussion: Pilots requiring the series conversion syllabus are 7566 but have not studied the CH-53E since the FRS. The recommended series conversion syllabus includes 19 CBTs for pilots to re-familiarize themselves with the CH-53E. MATTS K-Bay will require access to these CBTs.
- Recommendation: HMHT-302 provide MATSS K-Bay with access to full HMHT-302 CH-53E CBTs for pilot, aircrew, and maintainer to conduct re-familiarization with the CH-53E
- Action: HMHT-302
- Due Date: NLT Aug 2011



# CFT I

## Marine Aviation

- Issue: Transportation of CH-53Es from MCAS New River and MCAS Miramar to MCB Hawaii
- Discussion: There are two methods to transport CH-53Es to the island: by air (15 x C-17 equivalents) or by sea (SURFPAC). Additional funding may be required by solely using STRATLIFT.
- Recommendation: STRATLIFT for initial 4 aircraft and SURFPAC for remaining aircraft.
- Action: MARFORPAC G-5
- Due Date: Transportation decisions based on IPC timeline and lift targets of opportunity. 01 AUG 2011 2<sup>nd</sup> MAW 4 ACFT ready for STRATLIFT



# CFT I

## Marine Aviation

- Issue: Conversion Simulator Requirements
- Discussion: Current timeline for CH-53E CFTD arrival at MAG-24 does not meet needs for HMH-463 conversion. Per the current DRAFT T&R manual the series conversion syllabus requires 5 sorties & 7.5 hrs of simulator time. The CFTD for MAG-24 will not be RFT until 3Q FY12 necessitating TAD for pilots to MCAS Miramar to conduct pre-requisite simulators. Current projection is 12 pilots in Nov 11 and 8 pilots in Apr 12 for 3 days.
- Recommendation: Increase MAG-24 TAD budget to reflect simulator TAD costs. Investigate use of C-20 MILAIR for transportation.
- Action: MARFORPAC
- Due Date: Sep 2011



# CFT I

## Marine Aviation

- Issue: Aircraft Acceptance at HMHT-302
- Discussion: Initial CH-53Es BUNOs to grow HMH-463 will come from HMHT-302 necessitating aircraft serialization at MCAS New River prior to STRATLIFT breakdown. HMH-463 Det (B) must be capable of conducting aircraft serialization NLT 1 Aug 11 and BPT TAD personnel to MCAS New River during Sep 11.
- Recommendation: Increase MAG-24 FY11 TAD budget to accommodate 8 personnel to conduct serialization, breakdown, and shipment of aircraft from MAG-29 to MAG-24.
- Action: MARFORPAC
- Due Date: NLT 4Q FY11





# CFT I

## Marine Aviation

- Issue: CH-53E Aircraft Laydown
- Discussion: Removal of CH-53Es from HMX-1 does not equal HMM-463 requirements for FOC requiring additional distribution of CH-53E aircraft throughout the Wings.
- Recommendation:
  - 1st MAW - 17 Assigned
  - 2d MAW - 62 Assigned
  - 3d MAW - 64 Assigned
  - 4th MAW - 6 Assigned
  - VMX-22 - 1 Assigned
  - HX-21 - 2 Assigned
    - 161539 (CNS/ATM) will be issued to 2d MAW upon completion of flight test and conversion to steam gauge. TBD based on funding.
- Action: TYCOM
- Due Date: NLT 4Q FY12



# CFT II

## Marine Aviation

- Issue: Staging of CH-53E qualified maintainers to receive A/C and train CH-53D maintainers.
- Discussion: Develop specific timelines in conjunction with MMEA to issue orders for HMMH-463 Det (B)
- Recommendation: Set orders to arrive in (IAW ASM/Wing/MMEA) 2011 timeframe. Coordinate with TFSD WRT UIC assignments
- Action: ASL
- Due Date: 4 January 2011



# CFT II

## Marine Aviation

- Issue: Identify shortfalls within MALS-24 Core that will prevent proper support for the incoming multiple platforms.
- Discussion: MALS-24 is currently T/O'd less than a full R/W MALS. Supporting MV-22, H-1s as well as CH-53Es could prove difficult with a reduced Core within the MALS.
- Recommendation: Evaluate variants of platforms and identify shortages that will not be supported from the O level Augmentee packages. Develop TOECRs that identify compensating structure to create structure within MALS-24.
- Action: MALS-24/ASM/TFSD
- Due Date: 4 January 2011



# CFT III

## Marine Aviation

- Issue: ICRL capabilities
- Discussion: Identify ICRL shortfall and capability gain.
- Recommendation: Compare ICRL with other TMS MALS to identify repair capability and associated equipment. Report shortfalls to CNAF and PMA-261.
- Action: MALS-24
- Due Date: 30 Nov 2010



# CFT III

## Marine Aviation

- Issue: Disposition of CH-53D aircraft
- Discussion: May be necessary to SARDIP CH-53Ds at K-Bay.
- Recommendation: Utilize contractor SARDIP on site with material stored on site until disposition is received from NAVICP. Proposed disposition through CY11 on following slide.
- Action: MALS-24/NAVICP/CNAF/FMS
- Due Date: OPNAV approval of proposed disposition plan: 01 Dec 2010



# CFT III

## Marine Aviation

- Issue: WSPD not Published
- Discussion: The WSPD is the principle sourcing document for building and delivering logistics support packages (AVCAL, SE, IMRL) . Current draft of the WSPD is not aligned with the AV Plan.
- Recommendation: Publish WSPD with FY11 AVPLAN changes
- Action: PMA-261
- Due Date: 01 December 2010



# CFT III

## Marine Aviation

- Issue: HMMH-463 IMRL
- Discussion: HMMH-463 requires a 8 x AC Bag of CH-53E IMRL prior to IOC.
- Recommendation: Identify Critical PSE to be shipped to K-Bay
- Action:
  - HMMH-463/MALS-24/CNAF/PMA-261
- Due Date:
  - 01 Dec 2010





# CFT III

## Marine Aviation

- Issue: MALS-24 IMRL
- Discussion: MALS-24 requires a 16 x AC Bag of CH-53E.
- Recommendation: Identify the critical I-level PSE
- Action: MALS-24/CNAF/PMA-261
- Due Date: 01 December 2010



# CFT III

## Marine Aviation

- Issue: Environmental Impact
- Discussion: Need to get Base environmental signoff in order to operate CH-53E
- Recommendation: coordination with MCBH Environmental
- Action: Request authority for basing
- Due Date: 01 Jan 2011



# CFT III

## Marine Aviation

- Issue: Hangar Ability to Support CH-53E
- Discussion: HMMH-463 will occupy Hangar 102. Known issues with Hangar 102 are electrical power (dirty) and hoist capability for the QCU.
- Recommendation: Submit consolidated list of shortfalls to MCBH Facilities.
- Action: MAG-24 S4
- Due Date: 01 Jan 2011 Site Evaluation Report(SER) submission



# CFT III

## Marine Aviation

- Issue: CH-53E Maintenance Publications required for MALS-24 and HMH-463 Det (B) prior to Wing Level Inspection
- Discussion: Paper and electronic pubs are necessary for the transition.
- Recommendation: MALS-24 identify and build CH-53E TPL for O & I-Level requirements
- Action: MALS-24 / HMH-463
- Due Date:
  - 15 January 2011 to Identify Requirements
  - 01 June 2011 PUBS in place



# CFT III

## Marine Aviation

- Issue: FRC-WP (Kimhae)
- Discussion: FRC-WP currently completes 1 MAW IMP events for 31<sup>st</sup> MEU and CH-53D. FRC-WP will now complete IMP events for HMM-463 CH-53Es. GFE may not be commensurate with increased throughput requirements.
- Recommendation: Identify GFE at Kimhae and determine shortfalls. (not anticipated at this point) Determine if contract changes are required to support HMM-463 aircraft at Kimhae (capacity)
- Action: CNAF; FRC WP will verify GFE requirements, and other anticipated issues
- Due Date: 01 Jan 2011



# CFT III

## Marine Aviation

- Issue: I-Level Test Benches for CH-53E
- Discussion: Test benches for CH-53E parts were never required aboard K-Bay, however, transition of HMM-463 to the CH-53E and growing to 8 HMM squadrons has changed this. One test bench that will be a problem if not addressed early-on is the AFCS.
- Recommendation: MALS-24 determine required I-Level test benches to support HMM-463. HMX-1 to conduct inventory of I-Level benches that can be divested. CNAF to redistribute based on HMM community requirements.
- Action: MALS-24, CNAF, HMX-1, ASL
- Due Date: 15 Jan 2011



# CFT III

## Marine Aviation

- Issue: Hand Tool differences
- Discussion: There are tools peculiar to CH-53E squadrons that a CH-53D squadron does not posses.
- Recommendation: Identify the differences in the Tool Control Manual (TCM) and procure as required.
- Action:
  - 1<sup>st</sup> MAW : Identify funding for requirements
  - MALS-24: Requisitions and deviations
  - HMM-463: Identify the Differences
- Due Date:
  - Identify requirements 30 November 2010
  - Hand tools in place 01 June 2011





# CFT III

## Marine Aviation

- Issue: IMDS Server Required for HMH-463
- Discussion: All HMH-463 aircraft will have IMDS prior to transfer. HMH-463 requires 3 operator stations within a Squadron and a CH-53E IMDS server in Hanger 102.
- Recommendation: PMA-261 purchase a IMDS Server for HMH-463
- Action: PMA-261
- Due Date: Deliver NLT 01 June 2011



# CFT III

## Marine Aviation

- Issue: AVCAL
- Discussion: AVCAL needs to be provided to CNAF by NAVICP.
- Recommendation: NAVICP create AVCAL allowances for continued CH-53D sustainment, CH-53E transition and CH-53E end state.
- Action: NAVICP/CNAF/ASL-31
- Due Date: AVCAL established 01 June 2011



# CFT III

## Marine Aviation

- Issue: Power Grid on MCBH (Dirty Power)
- Discussion: Precision test benches requires consistent power within the IMA. MCBH power grid produces “Dirty” power. There will be a need to “D” code items.
- Recommendation: Determine power grid/grounding requirements to support CH-53E, H-1Y/Z, and MV-22 and submit MILCON.
- Action: MCBH Facilities
- Due Date: 01 June 2012 ICW RTCASS arrival



# CFT III

## Marine Aviation

- Issue: Cost architecture
- Discussion: Transition of MAG-24 CH-53D to CH-53E will require an organizational structure to capture costs and ensure adequate execution funds.
- Recommendation: Ensure that MAG-24 captures independent costs for all logistical transition support by ensuring TEC, VAL tables, transportation, TAD O&M, N costs have cost codes established and tracked for each organization
- Action: MAG-24
- Due Date: Ongoing through FOC